

COMME TOTAL

CLOSING QUOTATIONS EXCHANGE.	
TUESDAY, 18th February.	
ON LONDON.—	
Telegraphic Transfer	111½
Bank Bills, on demand	111½
Bank Bills, at 30 days' sight	111½
Bank Bills, at 4 months' sight	111½
Credits, at 4 months' sight	111½
Documentary Bills, 4 months' sight 111½	
ON PARIS.—	
Bank Bills, on demand	245
Credit, at 4 months' sight	250
ON GERMANY.—	
On demand	206
ON NEW YORK.—	

ON CREDIT, 60 days' sight	178
ON BOOMBAH —	181
Telegraphic Transfer	144
Bank, on demand	145
ON COTTA —	145
Telegraphic Transfer	144
Bank, on demand	145
ON SHANGHAI —	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA —	
On demand	4 1/2 pm
ON MANILA —	
On demand	2 1/2 pm
ON SINGAPORE —	
On demand	1 1/2 pm
ON HONGKONG —	
On demand	2 1/2 pm
ON SAIGON —	
On demand	2 1/2 pm
ON BANGKOK —	
On demand	2 1/2 pm

SOVEREIGNS: Bank of China, 10.22		GOLD LEAF, 100 fine, per last 63	
JOINT STOCK SHARES.			
COMPANY.		PAID UP.	
Banks.			QUOTATIONS.
Hongkong & Shanghai			\$11.25, sellers
China & Japan, per	\$125	43	1/2, buyers
Do. deferred	24	21	1/2, buyers
Natl. Bank of China			\$2 3/4.
B. Shares	28	825	
Founders Shares	28	86	
Bell's Amboise E. A.			\$1 nominal
Campbell, Dixon & Co.			\$10
China Tea, L. & M.			\$1 25, buyers
China Sugar			\$100

Cotton Mills	\$100	
Ewo	The 160	Do. 69
International	The 100	Do. 68
Latoh Kung Bow	The 100	Do. 67
Soychee	The 500	Do. 37
Yong Hong	The 100	Do. 30
Yong Hong	The 100	Do. 30
Dairy Farm Co.	\$6	\$48, buyers
Fenwick & Co., Geo.	\$100	\$48, buyers
Green Island Cement	\$10	\$20, rollers
H. & China Bakery	\$20	\$25
Hongkong & U. S.	\$10	\$127
Hongkong & U. S.	\$10	\$114, buyers
Hongkong & U. S.	\$10	\$124, buyers
H. H. L. Transway	\$100	\$124, buyers
Hongkong Hotels	\$50	\$101

Hongkong Inc.	\$55	1167, buyers
H. & K. Wharf & Co.	\$50	\$51, sales
Hongkong Loco.	\$30	\$30
H. & W. Dock	\$135	747 1/2 p. c. prem.
Insurance		(\$802.57, sellers)
Canton	\$20	\$20, sellers
China Fire	\$20	\$20, sellers
China Traders	\$25	\$26, sellers
Hongkong Fire	\$50	\$53.5, sales & sellers
North China	\$25	\$25, 130
Straits	\$20	\$19, sellers
Union	\$50	\$42, sellers
Yangtze	\$50	\$11 1/2, b. c. n.
Land and Buildings		
H. Land Investment	\$50	\$120, buyers
Humphreys Estate	\$10	\$9.00, buyers

Kowlton Land & B.	\$30	\$26, ex div. sellers
West Paint Building	\$50	\$51, buyers
Luzon Sugar	\$100	\$40
Mining		
Chasconage	For. 250	\$30
Great E. & M'orian	\$5	\$3 et al. sellers
Do. Preference	\$5	\$10, buyers
Jefebu	\$5	\$13
Queens Mines Ltd.	25c	(5) cu. sellers
Oliver's Mines A.	\$5	\$1, sellers
Do. B.	\$4	\$4, sal. & buyers
Punkin	\$5	\$5.75, sellers
Do. Preference	\$1	\$1.30, buyers
Rauls	15c	\$1.50, buyers
New Amroy Doc	\$4	\$20, sellers
Synclair Cor.		

China and Manilla	\$50	\$70, buyers
China Mutual Pref.	\$50	\$80, buyers
De Mutual O'ry.	\$10	\$10, buyers
Do Do	25	5, sales
Douglas S. S. Co.	\$50	\$70, sales & buyers
H. Canton and China	\$10	\$25, sellers
Indo-China S. N.	\$10	\$35, sellers
Shell Transport and Trading Co.	\$100	\$250
Star Ferry	\$75	\$50, sales & sellers
Tobacco Planting Co.	\$5	\$5, sellers
United Amboyna	\$3	\$3
Do Fomden	\$10	\$15, buyers
Wanchai Warehouse Co.	\$375	\$45, nominal
Watkins, Limited	\$10	\$10, buyers

Waters & Co., A. S. ... \$19 517, sales
J. X. V. VERNON, Broker.

E. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER,
No. 37, ELGIN STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

It is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED,
15 to 25 % Discount Allowed 13062

MITSUI BUSSAN KAISHA
No. 8, ICE HOUSE STREET, PEAKA CENTRAL.

— — — — —
Head Office: — TOKIO.

Branch Offices: — LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, HIENTSIN, NEWORHANG, and all Ports in JAPAN.

AGENTS:

Mihie Coal Mines.
Kenada Coal Mines.
Hokoku Coal Mines.
Yoshioka Coal Mines.
Onoura Coal Mines.

No. 1, Obitsu Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yushio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Limited.
Tokio Marine Insurance Co., Limited.
Mitsui Fire Insurance Co., Limited.
Onegatsuchi Cotton Spinning Mills.
Tokai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Onoda Cement Company.
Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Houckong, 18th August, 1890. 13749

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED,
is now prepared to receive perishable
provisions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February 1890 69

AMBRITE CARTRIDGES.
PATENT SMOKELESS SPORTING
GUNPOWDER.
Apply to
LANE, CRAWFORD & CO.
HONGKONG, 1st November, 1890.

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PHOTOS ON APPLICATION

At No. 1, Queen's Road East, Hongkong.
HONGKONG, 17th October 1925. 1559

BICYCLES! BICYCLES!

FOR SALE.

THE WAYERLEY HIGH GRADE
BICYCLE, Double Tyres, upturned adjustable
handles, plunger brake. We can guarantee
this bicycle.

WM. SCHMIDT & CO.

SOLE AGENTS.
Hongkong, 11th November, 1899. 2017

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KANAI MARU	AMOI, SHANGHAI, CHEMULPO, AND NAGASAKI	THURSDAY, 15th February, at DAYLIGHT.
HIOGOSIMA MARU	Kobe and YOKOHAMA	THURSDAY, 15th February, at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON and AMSTERDAM, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	FRIDAY, 23rd February, at DAYLIGHT.
KANADA MARU	AMOI, SHANGHAI, CHEMULPO, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 23rd February, at 4 P.M.
YAMATO MARU	NAGASAKI, Kobe, and YOKO	SATURDAY, 24th February, at 4 P.M.
MUSEI MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 2nd March, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th January, 1900.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	BENGAL	17th Feb.	See Special Advertisement.
YOKOHAMA via N.A.	BENGAL	17th Feb.	Freight or Passage.
YOKOHAMA and KOB	BENGAL	17th Feb.	Freight or Passage.
SHANGHAI	BENGAL	17th Feb.	Freight or Passage.
LONDON	BENGAL	17th Feb.	Freight or Passage.
SHANGHAI & JAPAN	BENGAL	17th Feb.	Freight or Passage.
Kobe	BENGAL	17th Feb.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th February, 1900.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FAMOUS SERVICE). (PASSENGER SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALEARIC PORTS, NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.
ALBATROSS	HAMBURG	14th Feb.

These steamers have superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CABLOWITZ & CO., Agents.

Hongkong, 5th February.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOB, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twice a week Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPEROR OF INDIA. Comdr. G. A. Lee. R.N. WEDNESDAY, 14th Feb. 1900

EMPEROR OF JAPAN. Comdr. G. A. Lee. R.N. WEDNESDAY, 14th Feb. 1900

EMPEROR OF CHINA. Comdr. G. A. Lee. R.N. WEDNESDAY, 14th Feb. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 15 DAYS, saving THREE DAYS on the Trans-Pacific journey and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93, 96, 99, 102, 105, 108, 111, 114, 117, 120, 123, 126, 129, 132, 135, 138, 141, 144, 147, 150, 153, 156, 159, 162, 165, 168, 171, 174, 177, 180, 183, 186, 189, 192, 195, 198, 201, 204, 207, 210, 213, 216, 219, 222, 225, 228, 231, 234, 237, 240, 243, 246, 249, 252, 255, 258, 261, 264, 267, 270, 273, 276, 279, 282, 285, 288, 291, 294, 297, 300, 303, 306, 309, 312, 315, 318, 321, 324, 327, 330, 333, 336, 339, 342, 345, 348, 351, 354, 357, 360, 363, 366, 369, 372, 375, 378, 381, 384, 387, 390, 393, 396, 399, 402, 405, 408, 411, 414, 417, 420, 423, 426, 429, 432, 435, 438, 441, 444, 447, 450, 453, 456, 459, 462, 465, 468, 471, 474, 477, 480, 483, 486, 489, 492, 495, 498, 501, 504, 507, 510, 513, 516, 519, 522, 525, 528, 531, 534, 537, 540, 543, 546, 549, 552, 555, 558, 561, 564, 567, 570, 573, 576, 579, 582, 585, 588, 591, 594, 597, 600, 603, 606, 609, 612, 615, 618, 621, 624, 627, 630, 633, 636, 639, 642, 645, 648, 651, 654, 657, 660, 663, 666, 669, 672, 675, 678, 681, 684, 687, 690, 693, 696, 699, 702, 705, 708, 711, 714, 717, 720, 723, 726, 729, 732, 735, 738, 741, 744, 747, 750, 753, 756, 759, 762, 765, 768, 771, 774, 777, 780, 783, 786, 789, 792, 795, 798, 801, 804, 807, 810, 813, 816, 819, 822, 825, 828, 831, 834, 837, 840, 843, 846, 849, 852, 855, 858, 861, 864, 867, 870, 873, 876, 879, 882, 885, 888, 891, 894, 897, 900, 903, 906, 909, 912, 915, 918, 921, 924, 927, 930, 933, 936, 939, 942, 945, 948, 951, 954, 957, 960, 963, 966, 969, 972, 975, 978, 981, 984, 987, 990, 993, 996, 999, 1002, 1005, 1008, 1011, 1014, 1017, 1020, 1023, 1026, 1029, 1032, 1035, 1038, 1041, 1044, 1047, 1050, 1053, 1056, 1059, 1062, 1065, 1068, 1071, 1074, 1077, 1080, 1083, 1086, 1089, 1092, 1095, 1098, 1101, 1104, 1107, 1110, 1113, 1116, 1119, 1122, 1125, 1128, 1131, 1134, 1137, 1140, 1143, 1146, 1149, 1152, 1155, 1158, 1161, 1164, 1167, 1170, 1173, 1176, 1179, 1182, 1185, 1188, 1191, 1194, 1197, 1200, 1203, 1206, 1209, 1212, 1215, 1218, 1221, 1224, 1227, 1230, 1233, 1236, 1239, 1242, 1245, 1248, 1251, 1254, 1257, 1260, 1263, 1266, 1269, 1272, 1275, 1278, 1281, 1284, 1287, 1290, 1293, 1296, 1299, 1302, 1305, 1308, 1311, 1314, 1317, 1320, 1323, 1326, 1329, 1332, 1335, 1338, 1341, 1344, 1347, 1350, 1353, 1356, 1359, 1362, 1365, 1368, 1371, 1374, 1377, 1380, 1383, 1386, 1389, 1392, 1395, 1398, 1401, 1404, 1407, 1410, 1413, 1416, 1419, 1422, 1425, 1428, 1431, 1434, 1437, 1440, 1443, 1446, 1449, 1452, 1455, 1458, 1461, 1464, 1467, 1470, 1473, 1476, 1479, 1482, 1485, 1488, 1491, 1494, 1497, 1500, 1503, 1506, 1509, 1512, 1515, 1518, 1521, 1524, 1527, 1530, 1533, 1536, 1539, 1542, 1545, 1548, 1551, 1554, 1557, 1560, 1563, 1566, 1569, 1572, 1575, 1578, 1581, 1584, 1587, 1590, 1593, 1596, 1599, 1602, 1605, 1608, 1611, 1614, 1617, 1620, 1623, 1626, 1629, 1632, 1635, 1638, 1641, 1644, 1647, 1650, 1653, 1656, 1659, 1662, 1665, 1668, 1671, 1674, 1677, 1680, 1683, 1686, 1689, 1692, 1695, 1698, 1701, 1704, 1707, 1710, 1713, 1716, 1719, 1722, 1725, 1728, 1731, 1734, 1737, 1740, 1743, 1746, 1749, 1752, 1755, 1758, 1761, 1764, 1767, 1770, 1773, 1776, 1779, 1782, 1785, 1788, 1791, 1794, 1797, 1800, 1803, 1806, 1809, 1812, 1815, 1818, 1821, 1824, 1827, 1830, 1833, 1836, 1839, 1842, 1845, 1848, 1851, 1854, 1857, 1860, 1863, 1866, 1869, 1872, 1875, 1878, 1881, 1884, 1887, 1890, 1893, 1896, 1899, 1902, 1905, 1908, 1911, 1914, 1917, 1920, 1923, 1926, 1929, 1932, 1935, 1938, 1941, 1944, 1947, 1950, 1953, 1956, 1959, 1962, 1965, 1968, 1971, 1974, 1977, 1980, 1983, 1986, 1989, 1992, 1995, 1998, 2001, 2004, 2007, 2010, 2013, 2016, 2019, 2022, 2025, 2028, 2031, 2034, 2037, 2040, 2043, 2046, 2049, 2052, 2055, 2058, 2061, 2064, 2067, 2070, 2073, 2076, 2079, 2082, 2085, 2088, 2091, 2094, 2097, 2100, 2103, 2106, 2109, 2112, 2115, 2118, 2121, 2124, 2127, 2130, 2133, 2136, 2139, 2142, 2145, 2148, 2151, 2154, 2157, 2160, 2163, 2166, 2169, 2172, 2175, 2178, 2181, 2184, 2187, 2190, 2193, 2196, 2199, 2202, 2205, 2208, 2211, 2214, 2217, 2220, 2223, 2226, 2229, 2232, 2235, 2238, 2241, 2244, 2247, 2250, 2253, 2256, 2259, 2262, 2265, 2268, 2271, 2274, 2277, 2280, 2283, 2286, 2289, 2292, 2295, 2298, 2301, 2304, 2307, 2310, 2313, 2316, 2319, 2322, 2325, 2328, 2331, 2334, 2337, 2340, 2343, 2346, 2349, 2352, 2355, 2358, 2361, 2364, 2367, 2370, 2373, 2376, 2379, 2382, 2385, 2388, 2391, 2394, 2397, 2400, 2403, 2406, 2409, 2412, 2415, 2418, 2421, 2424, 2427, 2430, 2433, 2436, 2439, 2442, 2445, 2448, 2451, 2454, 2457, 2460, 2463, 2466, 2469, 2472, 2475, 2478, 2481, 2484, 2487, 2490, 2493, 2496, 2499, 2502, 2505, 2508, 2511, 2514, 2517, 2520, 2523, 2526, 2529, 2532, 2535, 2538, 2541, 2544, 2547, 2550, 2553, 2556, 2559, 2562, 2565, 2568, 2571, 2574, 2577, 2580, 2583, 2586, 2589, 2592, 2595, 2598, 2601, 2604, 2607, 2610, 2613, 2616, 2619, 2622, 2625, 2628, 2631, 2634, 2637, 2640, 2643, 2646, 2649, 2652, 2655, 2658, 2661, 2664, 2667, 2670, 2673, 2676, 2679, 2682, 2685, 2688, 2691, 2694, 2697, 2700, 2703, 2706, 2709, 2712, 2715, 2718, 2721, 2724, 2727, 2730, 2733, 2736, 2739, 2742, 2745, 2748, 2751, 2754, 2757, 2760, 2763, 2766, 2769, 2772, 2775, 2778, 2781, 2784, 2787, 2790, 2793, 2796, 2799, 2802, 2805, 2808, 2811, 2814, 2817, 2820, 2823, 2826, 2829, 2832, 2835, 2838, 2841, 2844, 2847, 2850, 2853, 2856, 2859, 2862, 2865, 2868, 2871, 2874, 2877, 2880, 2883, 2886, 2889, 2892, 2895, 2898, 2901, 2904, 2907, 2910, 2913, 2916, 2919, 2922, 2925, 2928, 2931, 2934, 2937, 2940, 2943, 2946, 2949, 2952, 2955, 2958, 2961, 2964, 2967, 2970, 2973, 2976, 2979, 2982, 2985, 2988, 2991, 2994, 2997, 3000, 3003, 3006, 3009, 3012, 3015, 3018, 3021, 3024, 3027, 3030, 3033, 3036, 3039, 3042, 3045, 3048, 3051, 3054, 3057, 3060, 3063, 3066, 3069, 3072, 3075, 3078, 3081, 3084, 3087, 3090, 3093, 3096, 3099, 3102, 3105, 3108, 3111, 3114, 3117, 3120, 3123, 3126, 3129, 3132, 3135, 3138, 3141, 3144, 3147, 3150, 3153, 3156, 3159, 3162, 3165, 3168, 3171, 3174, 3177, 3180, 3183, 3186, 3189, 3192, 3195, 3198, 3201, 3204, 3207, 3210, 3213, 3216, 3219, 3222, 3225, 3228, 3231, 3234, 3237, 3240, 3243, 3246, 3249, 3252, 3255, 3258, 3261, 3264, 3267, 3270, 3273, 3276, 3279, 3282, 3285, 3288, 3291, 3294, 3297, 3300, 3303, 3306, 3309, 3312, 3315, 3318, 3321, 3324, 3327, 3330, 3333, 3336, 3339, 3342, 3345, 3348, 3351, 3354, 3357, 3360, 3363, 3366, 3369, 3372, 3375, 3378, 3381, 3384, 3387, 3390, 3393, 3396, 3399, 3402, 3405, 3408, 3411, 3414, 3417, 3420, 3423, 3426, 3429, 3432, 3435, 3438, 3441, 3444, 3447, 3450, 3453, 3456, 3459, 3462, 3465, 3468, 3471, 3474, 3477, 3480, 3483, 3486, 3489, 3492, 3495, 3498, 3501, 3504, 3507, 3510, 3513, 3516, 3519, 3522, 3525, 3528, 3531, 3534, 3537, 3540, 3543, 3546, 3549, 3552, 3555, 3558, 3561, 3564, 3567, 3570, 3573, 3576, 3579, 3582, 3585, 3588, 3591, 3594, 3597, 3600, 3603, 3606, 3609, 3612, 3615, 3618, 3621, 3624, 3627, 3630, 3633, 3636, 3639, 3642, 3645, 3648, 3651, 3654, 3657, 3660, 3663, 3666, 3669, 3672, 3675, 3678, 3681, 3684, 3687, 3690, 3693, 3696, 3699, 3702, 3705, 3708, 3711, 3714, 3717, 3720, 3723, 3726, 3729, 3732, 3735, 3738, 3741, 3744, 3747, 3750, 3753, 3756, 3759, 3762, 3765, 3768, 3771, 3774, 3777, 3780, 3783, 3786, 3789, 3792, 3795, 3798, 3801, 3804, 3807, 3810, 3813, 3816, 3819, 3822, 3825, 3828, 3831, 3834, 3837, 3840, 3843, 3846, 3849, 3852, 3855, 3858, 3861, 3864, 3867, 3870, 3873, 3876, 3879, 3882, 3885, 3888, 3891, 3894, 3897, 3900, 3903, 3906, 3909, 3912, 3915, 3918, 3921, 3924, 3927, 3930, 3933, 3936, 3939, 3942, 3945, 3948, 3951, 3954, 3957, 3960, 3963, 3966, 3969, 3972, 3975, 3978, 3981, 3984, 3987, 3990, 3993, 3996, 4000.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information as to Freight, Passage, &c., apply to

D. E. BROWN, General Agent, Poddor Street.

Hongkong, 14th February, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOB, AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON. IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 24th.

Excellent accommodation. First class Passengers. Stewardesses carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG to NEW YORK, 24th.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train day and night; Tacoma to New York in 41 days; Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 23rd.

The best route to the Klamath Gold Fields, frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL.

This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CHESTER and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation Chester to Mammoth / Springs, Norris, Bonanza and Upper Canyon, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one-half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation N. P. Steamer within four months of the date of issue, and for landing and selling tips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Freight or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

February, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via PORT OF GALL.	Bengal	Brit. str.	S. Barham	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON via SUZ CANAL.	St. Paul	Brit. str.	St. Paul	St. Paul & Co.	On 20th inst.
LONDON via SUZ CANAL.	St. Paul	Brit. str.	St. Paul	St. Paul & Co.	On 20th inst.
LONDON via SUZ CANAL.	Calcutta	Brit. str.	London, & N. H.	P. & O. S. N. Co.	On or about 22nd inst.
LONDON.	Tenaka	Brit. str.	D. Davies	Jardine, Matheson & Co.	On 14th Mar.
LIVERPOOL DIRECT.	Perchus	Brit. str.	Bath	Butterfield & Swire	On 17th inst.
LIVERPOOL DIRECT.	Nesbor	Brit. str.	A. B. Maudsl.	Shewan, Tomes & Co.	On 17th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Mississippi Marine	On 22nd inst., at 4 p.m.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Nippon Yusen Kaisha	On 23rd inst., at 4 p.m.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.	J. B. Maudsl.	Molochs & Co.	On or about 14th inst.
MARSEILLES, via PORT OF GALL.	Walsay	Brit. str.			

bring about a reduction in rates, and the Ceylon Chamber desires to impress upon you the importance of this question in the interests of the Empire as a whole.

4.—The enormous importance of commercial interests to the State and to the community renders it of paramount necessity that everything that presses on trade and industry, and everything that hinders progress, should be removed. The exorbitant charges made for cable messages, are of this nature, and for a tax upon the foreign trade of the Dependencies of the Empire, altogether disproportionate to the maximum gross profits of that trade, and to actual cost of the services.

5.—The present rate between Ceylon and England is Rs. 3.10 per word, and practically no reduction has been made in rates for many years, notwithstanding the greater perfection of scientific appliances, which ought to contribute towards cheapening the cost of telegraphy.

6.—It is believed if a very substantial reduction were made in charges for messages it would be followed by a large increase in messages; sufficient to cover such concession.

7.—A deputation waited on the Chancellor of the Exchequer in July last, when the views and wishes of those interested, in India and the East, were fully explained and an assurance was given that these would be laid before Government and, whether the admitted grievances are to become the subject of enquiry by a Royal Commission, or a Committee of the House of Commons, or whether Government will at once endeavour to improve the position by negotiation with the telegraph companies, failing which a linking up of existing international land lines might be adopted, it is for the Imperial Authorities to decide, but the Ceylon Chamber of Commerce relies with confidence on your countenance and support being given to such action as shall be for the well-being of the best interests of the colony. I have the honour to be, Sir, your obedient servant,

(Signed) F. M. MCKAYWOOD,
Chairman,
Ceylon Chamber of Commerce

EXPORT CARGOES.

Per steamer *Wittenberg*, sailed on the 28th January. For Bordeaux—105 rolls matting. For Havre and/or Bordeaux—295 rolls matting. For Havre—1 case China ink, 1 case embroidery, 3 cases lacquered ware, 17 cases bristles, 24 cases Chinaware, 31 cases human hair, 31 packages cane, 127 rolls matting, and 273 packages tea. For Havre and/or Hamburg—1 case ylang ylang, 1 case blackwoodware, 6 cases feathers, 9 cases Chinaware, 10 cases bristles, 12 cases human hair, and 65 rolls matting. For Havre and/or Hamburg and/or London—10 cases bristles, 150 bales feathers, and 1,694 cases camphor. For Hamburg—1 case blackwoodware, 1 case tea, 1 case silks, 2 cases preserves, 3 cases cayenne pepper, 3 cases sundries, 3 cases cigars, 3 cases private effects, 3 cases Chinaware, 5 cases essential oil, 6 cases human hair, 6 cases bristles, 5 rolls mats, 82 rolls matting, 150 cases casabius, 200 bales rattan, 200 bales broken cassia, 30 cases cassia lignea, 320 cases camphor, 379 packages cane, and 777 bales duck feathers. For Hamburg and/or Antwerp—40 cases bristles and 100 bales rattan shavings. For Hamburg and/or London—185 packages cane. For Hamburg and/or Antwerp and/or London—50 cases bristles. For Antwerp—2 cases iron rings and 40 bales split bamboos. For Rotterdam—20 cases cane. For Lisbon—1 case silks.

Per steamer *Menckius*, sailed on the 6th February. For London—450 boxes tea, 3,450 lbs. ac. caper, 408 boxes (particulars unknown), 3,871 bales hemp, 150 casks ginger, 35 bags and 198 cases shells, 25 cases cigars, 7 cases blackwoodware, and 10 packages sundries. For London option Hamburg—134 bales galangal. For London option Manchester—50 bales waste silk. For Manchester—80 bales waste silk and 2 cases cigars, etc.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Erbatino United Companies.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARGE-LONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

Captain Sartorio, will be despatched as above on WEDNESDAY, the 21st instant, at Noon. At Bombay the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.
Hongkong, 12th February, 1900. 77

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Griar, will be despatched as above on TUESDAY, the 6th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th January, 1900. 369

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at LONDON rates.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on WEDNESDAY, the 7th prox.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th February, 1900. 1486

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, ROTTERDAM, AND COPENHAGEN, VIA BANGKOK.

THE Company's Steamship

"CATHAY,"

will be despatched as above on or about SATURDAY, the 16th March.

For Freight or Passage, apply to

MEYER & CO.,
Agents.
Hongkong, 12th February, 1900. 1485

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd February, 1900. 1400

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 20th prox.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th February, 1900. 482

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINT every fortnight.

For freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1897. 11

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at the Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 19th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 20th instant.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. 482

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF LONDON."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.
Agents.

Hongkong, 7th February, 1900. 110

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

OF THE NORDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 14th Feb., and MONDAY, the 19th February, at 9.30 A.M.

All claims must reach us before the 21st February, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 7th February, 1900. 70

"BEN" LINE OF STEAMERS.

STEAMSHIP "BENVENUE"

FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 7th February, 1900. 1452

THE OLDEST THE BEST THE CHEAPEST

Belt in the World is

GANDY'S

Every Belt guaranteed & stamped every foot

GANDY'S

no other belt is genuine

WORKS SEACOMBE

CHESHIRE

SOLE AGENTS

LUTGENS, EINSTMANN & CO.

94-1 HONGKONG.

THE NEW FRENCH REMEDY

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Dr. Rott, Dr. Jobert, Velppeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/0, per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground), affixed to every genuine package, by order of His Majesty's Hon. Commissioners, and without which is a forgery.

Sold by A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. 1322

CARMICHAEL & BARLOW.

Consulting Engineers, Surveyors, and Contractors.

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams, "CELESTE," Hongkong.

H. F. CARMICHAEL,
B. J. BARLOW.

Hongkong, 1st June, 1899. 13024

Y. E. S. A. N. G. & CO.

COAL MERCHANTS

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & Co.
No. 68, PRAYA. 1688

BANKS.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000

PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton, Hankow, Peking, Tientsin.

Chungking, Penang, Singapore, Swatow.

Foochow.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.

4% " " " " 6 " "

5% " " " " 12 " "

E. W. RUTTER,
Acting Manager.

Hongkong, 2nd February, 1900. 22

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL—Yen 5,000,000

PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUCHI SOYEDA, Esq., President.

Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.

Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account—4.5% per annum

On Fixed Deposits—Savings Bank 5.11% "

For 3 months—5.4% per annum

For 6 months—5.6% " "

For 12 months—5.8% " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI,
Manager.

Taipei, 20th November, 1899. 1390

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL—Sh. Tels. 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LD.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. URBIG,
Manager.

Hongkong, 8th February, 1900. 457

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000

RESERVE FUND—\$11,000,000

RESERVE LIABILITY OF PROPRIETORS—\$10,000,000

COURT OF DIRECTORS.

R. M. GRAY, Esq.—Chairman.

N. A. STEES, Esq.—Deputy Chairman.

E. Goetz, Esq., A. J. Raymond, Esq., A. Haupt, Esq., R. L. Richardson, Esq., Hon. J. J. Kewick, P. Sachs, Esq., A. McCoschie, Esq., R. Sherman, Esq., David Meyer Moses, Esq.

CHIEF MANAGER: HONGKONG—SIR THOMAS JACKSON.

MANAGER: SHANGHAI—J. P. WADSWORTH, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per annum.

For 6 months, 3 1/2 per Cent. per annum.

For 12 months, 4 per Cent. per annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. 119

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, THOMAS JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. 18

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL—£1,500,000

SUBSCRIBED " £1,125,000

When returning to camp in the afternoon the men encountered between sixty and one hundred Boers. The Boers fired at the men until they were forced to retreat. The Boers were then driven back to the camp. The Boers were then driven back to the camp. The Boers were then driven back to the camp.

Towards the close of the fight a few of Major Blimington's scouts arrived on the scene. One named Bennett charged the enemy with the greatest determination, and rescued a wounded Boer.

Three colonial troops, who were well mounted, reached camp. They reported that two Boers were killed.

Of the fourteen men captured it is feared that seven or eight are badly wounded.

The Boers were seen carrying some of the wounded colonials and helping others who were unable to walk.

Lieutenant Dowling was among those captured.

TRIAL OF REBEL DUTCH.

At the trial of the 35 Dutch rebels captured at Sunnyside, near the Molder River, on January 1st, Captain R. Dowe, of the Queensland Mounted Infantry, in giving evidence, stated that he commanded a division at Sunnyside, and when 80 yards from the prisoners Trooper W. McLeod, of the Queensland Mounted Infantry, was twice shot, and killed. The trial was adjourned.

INSURING THE CANADIANS.

The Toronto municipality is insuring the lives of the members of the Canadian contingent.

LORD DUNDONALD'S DASHING MOVEMENT.

Further particulars of the dashing movement carried out near Potgieter's Drift on the 10th inst., by Major-General the Earl of Dundonald, state that the British found the Boers bathing in the river, and quite unprepared.

The brigade under Major-General the Hon. N. G. Lytton, C.B., experienced great difficulty in crossing the Tugela, as the river was swollen by the recent rains. The troops waded through the stream waist-high, and were compelled to grasp one another's rifles in order to steady themselves. They were virtually unopposed by the enemy.

The British howitzers shelled the Boer trenches all day yesterday, and made a breach in a sand-bag emplacement protecting the Boer guns. The enemy's guns made no response to the British fire.

GALLANTRY OF A COLONIAL OFFICER.

The letters of Mr. Bennett Burleigh, the correspondent for the London Daily Telegraph, show that Captain A. Fitzpatrick, a New South Wales military officer, who was detailed for special service in South Africa, behaved with conspicuous gallantry in the defence of the guns abandoned by the artillerymen under Colonel Long, on the occasion of General Buller's unsuccessful attempt to force two drifts on the Tugela River. He escaped unhurt.

INTERCESSION FOR THE TROOPS.

The Bishops of the Anglican Church recommend that Septuagesima Sunday (February 11) be set apart as a day for special intercession by the nation for the troops in South Africa.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Monday, the 5th February, 1899, the following were present: Mr. A. McConachie (chairman), Mr. A. Haupt, Mr. Thomas Jackson, Mr. J. K. Swick, Messrs. H. A. Ritchie, U. A. Sub, Herbert Smith, Hon. T. H. Whitehead, and R. C. Wilcox (secretary).

MINUTES.

The Minutes of the previous meeting (held on the 15th January) were read and confirmed. CABLE RATES FROM FAR EAST TO EUROPE. In accordance with decision taken at last meeting, letters were addressed (1) to the London Manager of the Eastern Extension Telegraph Co., acknowledging receipt of his reply to Chamber's letter of 22nd November, and asking to be furnished with a copy of the letter from the Company to the Government making a proposal for the general lowering of tariffs, and (2) to the local manager of the same company enclosing copy of the foregoing and asking if he would kindly make the inquiry by wire to save time.

Road reply from Mr. Vonder Pfordten, dated 22nd January, stating that, if the Government approves, a copy of the letter in question would be posted from London at once.

Also read letters from Glasgow Chamber of Commerce, dated 20th December, in reply to Chamber's letter of the 6th October, enclosing copy of correspondence with the Eastern Telegraph Co., Limited, who forwarded a memorandum re Indian Tariffs; and from the San Francisco Chamber of Commerce, dated 28th December, in reply to same circular letter, and also enclosing copy of resolution adopted by that body on 12th December, in reference to the subject.

It was decided to publish this and other correspondence on this subject.

THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Secretary stated that he had, as was decided at the last meeting, issued a circular to the members inviting suggestions with regard to the subjects to be forwarded to the congress in the shape of resolutions. To this appeal there had been two replies, which were laid on the table.

The Chairman read these, the first considering a letter from Mr. Arnold, secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., in which he suggested resolutions on "the preferential duties accorded by the Hoppo of Canton to junk-borne cargo," and with regard to the restrictions of the Inspector General of Customs on the West River Trade.

After some discussion, it was decided, having regard to the conditions mentioned in the letter of the Organizing Committee of the Congress, that the first named subject could not be introduced, being of too purely local a nature, but that a resolution dealing with the manner in which the concession nominally opening the Inland Waters of China to navigation by foreign steamers, but rendering it impracticable by imposing obstructions to trade, should be submitted to congress.

The Chairman then read the following draft resolutions submitted by Hon. T. H. Whitehead.

REDUCTION CABLE RATES.

Resolved.—That the stoniest representations be made to the International Telegraph Convention, to the several Telegraph Companies, and to their respective Governments, with a view to an early reduction in the cost of telegraph rates on all lines, land and submarine.

RAILWAY COMMUNICATION.

Resolved.—That in view of the early construction of the Hankow-Canton Railway and the no distant opening of direct communication between the central and southern provinces of China, the short line connecting Canton with Hongkong should, in the interests of Hongkong and of British Trade generally, be in hand and completed as soon as possible, so as to be ready to carry the immense and increasing trade both exports and imports, which must almost necessarily flow through Canton.

That the British Government be urged that, as the Canton-Hongkong Railway with its terminus in British territory will subserve British trade mainly, Government should give every support, including financial aid, to the enterprise if necessary.

MARINE SURVEYS.

Resolved.—That a careful and thorough survey of the navigable channels and coastlines in the Eastern Seas is daily becoming more and more necessary in consequence of the rapid increase in the size and in the depth of steamers, ocean and coasting, employed in the trade, and that the British Government, being the leading naval power and as the owner of 82 per cent. of the total tonnage in Far Eastern waters, the Government should defray the expense of such re-survey.

PERMANENT COMMITTEE OF CONGRESS.

Resolved.—That it is highly desirable that during the interval between the periodical meetings of this Congress, the Chambers of Commerce of the Empire should be represented in London by a permanent committee with a secretary, to carry out the resolutions passed at this meeting, which would form a medium of communication between the different Chambers of Commerce and the Government, and would be able to prepare material for the next Congress.

Considerable discussion ensued on these proposals, and eventually it was decided to frame resolutions on the subjects only of restrictions on steam navigation on the Inland Waters of China, the reduction of cable rates, and the re-survey of Eastern seas, to be forwarded to the London Chamber and submitted by this Chamber's representatives at the forthcoming Congress. Copy of the three resolutions as revised are annexed.

HONGKONG AND THE CANADIAN PREFERENTIAL DUTIES.

A letter was, on the 19th January, addressed to the Government pointing out that Hongkong had been omitted from the list of British Colonies allowed by the Canadian Minister of Customs to participate in the benefits of the British Preferential Tariff in Canada, and, believing this to be an oversight, begging H. E. the Governor to represent the matter to the Secretary of State for the Colonies.

Read reply to above, received 30th January, stating that the question had been laid before the Secretary of State.

PROPOSED CONSERVANCY BOARD FOR THE WOOSUNG RIVER.

The Secretary stated that a letter acknowledging receipt of the despatch and copy of correspondence on this subject received from the Government, was addressed to the Colonial Secretary on the 19th January, expressing the hope that the Government would give its cordial support to the project on general principles, as the colony was deeply and directly interested in anything that would be likely to alleviate the excessive burdens, imposed on shipping frequenting Shanghai.

CHANGES IN THE IMPERIAL INSTITUTE.

Read letter, dated 14th Dec., from the Hon. Secretary of the Imperial Institute, enclosing copy of a memorandum sent, by direction of H. R. H. the Prince of Wales, President of the Institute, to Governors of Colonies with the object of conveying an authentic account of certain modifications now in course of completion in the arrangements of the Institute certain erroneous statements having appeared in the Public Press on the subject.

Resolved to reply in acknowledgment of this communication.

REVIEWER'S COMMERCIAL TELEGRAMS.

A letter was received on the 10th Jan. from Router's Agent stating with reference to alterations and additions to the commercial service proposed by the chamber, the company were prepared to accept certain of them, but others they were unable to accept owing to the cost.

The Secretary reported that a reply was despatched on the 19th, stating that the committee accepted the proposals of the company and hoped the exchanges would be effected as soon as they could be conveniently carried out.

HONGKONG GENERAL CHAMBER OF COMMERCE.

10th January, 1900.

Sir.—I have now the pleasure of forwarding a copy of the suggestions offered by the firms interested in the Arms trade on the Bill for the amendment of the Arms and Ammunition Ordinance now under consideration by the Legislative Council, and at the same time must beg you to excuse the unavoidable delay in its transmission.

I am instructed by the Committee to state that they trust His Excellency the Governor will see his way to give full consideration to the amendments to the Bill suggested in the enclosed memorandum, which has been compiled by those who are thoroughly conversant with all the aspects and conditions of the trade.

With regard to the proposed fee for a licence to import and deal in arms and ammunition, the amount fixed, viz., \$1,200, appears to the Committee to be altogether excessive. The Government, it is presumed, in raising the fee from \$10 is influenced by two reasons; on the one hand to cover the expense of working the provisions of the Ordinance; and, on the other hand, to ensure the respectability of the licensees. My committee submit that these objects might be attained by fixing the fee at some reasonable figure, and therefore strongly recommend this point to the reconsideration of the Government.

The exemptions in clause 5 of the Bill to those persons required to obtain a licence to bear or carry arms should, the Committee think, be extended to all jurors, common as well as special. Because (as mentioned in the statement of objects and reasons appended to the Bill) one common juror who has abused the privilege is surely a very inadequate pretext for inflicting hardship on all the rest. To meet cases of that kind, a clause might be introduced into the Bill making such abuse punishable by fine and loss of the privilege in perpetuity. I have the honour to be, sir, your most obedient servant,

R. CHATTELTON WILCOX,

Secretary.

To Hon. Colonial Secretary.

Memorandum submitted by the Importers and Wholesale Dealers, in Arms and Ammunition, to the Hongkong General Chamber of Commerce, on the subject of "A Bill, entitled 'An Ordinance to amend and consolidate the law relating to the carriage and possession of Arms and Ammunition.'"

1. There is a very extensive trade in arms and ammunition carried on in Hongkong. The large and by far the more important part of the trade is a wholesale trade, arms and ammunition of all kinds being imported into the colony in bulk, being stored in the colony for longer or shorter periods according to the state of the market, and being exported from the colony in steamers under British and foreign flags and not in junks. That export trade is carried on with Russia, Korea, Japan, China, Tongkin and Cochin China, the Straits Settlements, Java, Borneo and even with South America and Mexico.

2. There is also an extensive retail trade, the importer selling arms and ammunition in larger or smaller quantities to the local dealers, and the local dealers selling by retail to European customers either resident or in transit, and to Chinese, mainly small traders from neighbouring ports, casual visitors to the colony and to the junk people.

3. It is clearly recognized that the local trade in arms and ammunition and the carrying and possession of arms and ammunition in the colony must be regulated, but, except in so far as may be necessary for purely local purposes and for rendering the restraints on the local trade effective, there should be no interference with the wholesale trade or with the import or export of arms and ammunition. It is a perfectly legitimate branch of trade. It is entirely untrammelled in England. It is not forbidden by International Law. All foreign powers have the right and the power to protect themselves by making the import of arms and ammunition into their respective countries contraband. No country interferes with the trade of its own subjects in contraband, and there is no reason why the Government of this colony should pass laws to protect foreign countries.

4. The importers and wholesale dealers in arms are perfectly willing—(1) to take out a licence to import and deal in arms and ammunition; (2) to pay a reasonable licence fee, sufficient to cover all the expenses Government may be put to in regulating the local trade; (3) to register their names, places of business and godowns; (4) to report to the harbour master or other proper official, the captain superintendent of police if preferred, all imports and exports of arms and ammunition; (5) to keep proper stock books; (6) to make periodical returns; (7) to submit to examination at all reasonable times of their books and godowns by some responsible official, and to subject themselves to penalties for any breaches of the law.

5. But the importers and wholesale dealers submit that no licence fee should be levied beyond what is necessary to cover the Government expenditure; that any higher rate is not a licence fee but a tax imposed upon the trade and an infringement of the freedom of the port, and that the additional trouble and expense thrown upon the importers and dealers by the stringent provisions of the Ordinance and the certain diminution of the local trade, is in itself a sufficiently heavy tax. A fee of \$100 for a licence to import and to deal in arms wholesale is ample; a fee of \$10 or \$20 per annum is a sufficient licence fee to impose on retail dealers, whose business is likely to be seriously affected.

6. The importers and wholesale dealers submit that, if godowns and stores are registered and are open to the police inspection, together with their books, there is ample security that no arms will be sold or disposed of by them for export or to licensed dealers, and all the restrictions on the removal and conveyance of arms and ammunition in the colony, so far as they are concerned, are needless.

7. They suggest that any arms or ammunition that it may be necessary for them to move in the colony whether for export or from godown to godown, or delivery to other dealers in the colony on sale, shall be sufficiently protected if the police carrying the arms or ammunition is provided with a statement properly authenticated in writing of the kind, number and quantity of the arms or ammunition or both that

are being moved, of the name of the dealer moving the arms, etc., and of their immediate destination, such statement to be made on a form supplied on payment by the Government to each dealer. Where there are more coolies than two employed a head coolie should accompany them bearing the certificate. The requirement of the Bill that no arms or ammunition shall be moved without a removal permit or exported without an export permit is an unnecessary impediment in the way of business in Hongkong. It takes two or three days to get a permit as a rule, and from noon on Saturday until 10 a.m. on Monday and on holidays no permit can be applied for or obtained. Much business is now done by wire, steamers remain in port but a very day, and much valuable business is lost by the necessity of getting an export or removal permit.

8. The forfeiture of arms being moved for any purpose unaccompanied by a certificate such as is above mentioned will be in nearly all cases a more than sufficient punishment for any neglect.

9. An effective use by the police of the power to inspect books and examine and check stocks will prevent any improper disposition of either arms or ammunition.

10. With reference to the export of arms and ammunition to China in foreign-built ships and steamers, the importers and dealers submit that there should be no restriction whatever. They can only go to open ports, and the Imperial Maritime Customs are fully competent to protect Chinese interests at these ports and to enforce the laws of China with reference to contraband.

11. Importers and wholesale dealers holding licence and registered as such should not, of course, sell arms or ammunition retail in the colony, but only to licensed retail dealers.

12. It is submitted that the Ordinance would be much improved if these two classes of dealers—the importers and wholesale dealers and the retail dealers—were dealt with separately.

13. As to the retail trade, it is suggested that no wholesale dealer should be at liberty to sell or dispose of any arms or ammunition except to licensed dealers. That all retail dealers should be licensed and registered and their names and addresses be published in *The Gazette*. That they should be required to keep books and furnish returns like the wholesale dealers, and that their books and stock should be periodically examined and checked.

14. Under the existing Ordinances this examination of Books and checking of stocks has never been enforced. If it had been there would have been no need for the present Bill.

15.—Retail dealers sell in all quantities, a single rifle, or fowling piece or pistol, or a package of ammunition, or a pound of powder or a box of caps value 50 cents. It renders that trade impossible, or forces them into illegal trafficking in arms, to require every purchaser of the smallest quantity of ammunition or of the smallest fire-arm or part of a fire-arm to hold a permit to possess or carry arms or to export. It would be far better to say at once that it is intended to suppress the entire trade in arms than to harass it in this way. Thousands of Chinese come to Hongkong daily by the steamers from Canton and Macao, and by junk. Many of them are either entitled by permit from the Chinese Mandarins to have arms, or are for their own protection absolutely compelled to provide themselves with arms. Many of them are here on business only for a day. Many come one day and return the next. It is impossible for them in the time to get permits to possess, or carry, or export, and in the time that elapses have they (strangers in the Colony) of getting such permit from the Captain Superintendent of Police. He is too busy to attend to them. He would refuse the permit until he had time to make inquiries and verify their statements.

16.—If the provisions of the present Bill become law and are enforced, the retail trade in arms will be killed dead, and with that retail trade a considerable and a valuable portion of the wholesale trade will be destroyed too, for the aggregate sale of arms and ammunition in the colony by retail is very considerable in a year. The retail traders will move to Macao, and the import and wholesale trade will follow and will fall into the hands of unscrupulous persons who will make it their sole business, with the probable result that the ill-disposed both here and on the mainland will find it still more easy to procure both arms and ammunition. The import into the colony of arms and ammunition in small quantities by junk or boat from Macao cannot be checked.

17.—The following suggestions are made for the amendment of the Bill now before the Council:

1.—That it be divided into three parts. One dealing with the importers and wholesale dealers. One dealing with the retail dealers. One regulating the carriage and possession of arms; and that the regulations applicable to each be worked out separately.

2.—That the expression "to carry arms" be defined and limited to the carriage of arms on the person for use or ready for use, and that some other expression be introduced and defined to cover the carrying of arms in the sense of conveying them from place to place as a coolie carries arms or ammunition from shop to godown or boat, or a servant carries a gun or a belt of cartridges for his master's use. No one should carry arms in the first sense. No person conveying arms or ammunition in the second sense should be required to have more than authorisation of the owner of the arms, who should be responsible if anything was wrong.

3.—"Possession" is a word that also needs definition. There is the possession of the owner, who remains in possession, even when the arms are in the actual custody of his servant. There is the possession of the servant which, if duly authorized by a person empowered to possess, ought to be free of any penalties.

4. The Captain Superintendent of Police is probably the proper person to grant licences to carry or have possession of arms. He has probably the best means of knowing who may safely be permitted to carry arms, but the period covered by the licence, the conditions on which it is granted, and the power of revocation, should be regulated by law or by rules and regulations made by the Governor-in-Council. An appeal should lie to the Governor-in-Council from any refusal to grant a licence, the Captain Superintendent of Police being obliged by law on appeal to state in writing his reasons for his refusal.

5.—The provisions of paragraph 5 of the Bill are by no means clear, and want defining. Under its provision—

(a) A man carrying a revolver in his belt ready loaded.

(b) A coolie carrying a revolver in a case from one shop to another or to a customer, or for repair.

(c) A Chinaman from the mainland who has bought a dozen rounds of ammunition or a box of caps, all in the same position and all equally need a licence to carry or possess.

6. Under section 6 sub-section (b), if a non-resident foreigner or Chinese wants to buy even a box of caps to take on board his ship or junk and not for use in the colony the vendor must obtain an export permit before he can supply what is wanted.

Why should not the purchaser, if any one, obtain this export permit? But as already pointed out any attempt seriously to enforce this rule will kill the retail trade in the colony most effectually, and will not prevent one single bad character who wants to purchase weapons from providing himself with them.

7. Section 7 requires a Chinaman from the mainland who comes here one day in a junk and returns the next day and who buys a box of caps to take with him to his home to get an export permit, and then when he gets on board his junk to deliver the caps to the custody of the master or mate of the junk and must return the receipt and the permit to some officer of Government. The clause is impracticable and can properly only affect wholesale dealers. There is no provision in the Ordinance providing for the case of a man who buys a weapon in the colony for the sole purpose of taking it out of the colony for use in his own home.

8. Clause 8 is far too wide. It affects every person—wholesale dealer, retail dealer, person privileged or licensed—to carry arms—every one. No member of council can send his fowling piece to the gunsmith's to be cleaned or repaired, without a removal permit.

9. With reference to clause 10 it should be modified so that in the case of a person suspected of carrying arms he should be taken at once before an inspector and searched, so that if the suspicion was unfounded he might at once be discharged from custody, other wise he might be detained from Saturday till Monday.

10. The Captain Superintendent of Police should not be the person to grant or refuse licences to dealers and importers. Such licences should be granted by the Colonial Secretary. And there should be two classes of licences—one for importers and wholesale dealers and one for retail dealers.

11. The amount of the fee payable has already been discussed.

12. There should be no power to cancel any licence once issued, except for breach of the conditions on which the licence was issued, or of some provision of the law, and after conviction. Any refusal to grant a licence should be subject to appeal, the applicant being entitled to have in writing the reasons for the refusal.

All arms and ammunition being conveyed from any part of the colony to another, unless accompanied by a licensed person or with certificate from the owner—a privileged person, a licensed wholesale dealer, or a licensed retailer—giving the name of the owner, the quantity and kind of arms or ammunition conveyed, and the destination; otherwise arms liable to be forfeited, and the bearer if unable to account for his possession punishable.

Removal permits impracticable. Think of a removal permit being required to enable a man to get a packet of cartridges conveyed by a coolie from a store to his house.

The requirement of a certificate will render boxes and labels unnecessary.

Section 20 should be so modified as to authorize any police constable to convey any suspected person to a station, there to have his box or package opened and searched.

Section 22 requires modification to provide for the case of European passengers of standing and position, persons licensed or privileged to carry arms in Hongkong from being exposed to have their persons examined and their baggage searched for arms. It puts it in the power of a disagreeable ship's captain to grossly insult and annoy a passenger against whom he had any ill-feeling. It is too big a power to give any man, especially when coupled with the power to arrest. It is given to all masters of all vessels of any nationality, even Chinese junks, and might be used to deprive passengers of the means of self-defence and to leave them at the mercy of pirates.

It wants very strict limitation.

Chamber of Commerce and Manufacturers, (Incorporated by Royal Charter 17-3), Glasgow 29th December, 1899.

CABLE RATES TO THE FAR EAST.

Dear Sir,—I am to acknowledge receipt of your printed communication of date 8th October respecting the above, and to inform you that it was submitted to and carefully considered by the Directors of the Chamber.

The Directors felt that as the Chamber had only recently taken action with a view to the reduction of cable rates between this country and India and the Far East, it was scarcely opportune so soon to approach H.M. Government or the cable companies concerned, and therefore, while expressing cordial sympathy with the action by your Chamber, was instructed to write you to that effect; at same time to send for the information of your Chamber the enclosed print of a letter and relative memorandum received from the vice-chairman of the Eastern Telegraph Co., Ltd., in which it is stated that the telegraph companies are willing to consider any offer which may be made for the reduction of tariffs.

This letter and memorandum have been forwarded to the Bengal and Bombay Chambers of Commerce and have by them been submitted to the Indian Government, but so far I have not heard the result.—I am, dear sir, yours truly,

(signed) WILLIAM H. HILL,

Secretary.

R. Chatterton Wilcox, Esq., Secretary, Chamber of Commerce, Hongkong.

GLASGOW CHAMBER OF COMMERCE.

[COPY.]

The Eastern Telegraph Co., Ltd., Winchester House, 50, Old Broad Street, London, E.C. 8th June, 1899.

J. Galloway Esq., President, Chamber of Commerce, Glasgow.

Sir,—Referring to our interview of the 1st instant, I now enclose copy of a memorandum which has been prepared with regard to the Indian Tariffs. This memorandum can be freely used, and it has been submitted to our partners, the Indo-European Telegraph Co.

I can only repeat that these companies are willing to consider any offer which may be made to them by the Indian Government for a reduction of tariffs, and are equally prepared to bear a share of and loss of revenue which may be caused by the reduction required.—Yours faithfully,

(Signed) J. DENTON-FENDER,

Vice-Chairman.

2nd June, 1899.

MEMORANDUM RE INDIAN TARIFFS. For some years past the companies carrying the traffic between Europe and India have been memorialised to reduce the Indian rate.

The companies have always expressed their willingness to reduce tariffs whenever experience has shown that a natural expansion of traffic has taken place, and is likely to take place, by a tariff, and have always been, and are now, willing to take a fair share in any reduction of tariff, if the Government concerned would bear a proportion of the actual loss of revenue, the companies not only bearing a share of the loss, but undertaking the extra expense of carrying any increased traffic.

The reasons which have influenced the companies with regard to the Indian tariff have been as follows:—

1.—The traffic between India and Europe has been shown by experience to be a non-expansive one, and the companies consider that it would require a very large reduction of tariff to materially increase the actual tariff carried. The following figures will speak for themselves. The tariff was reduced to 4s. per word on the 1st July, 1886:—

Words.	Revenue of Administrations carrying the telegraph lines to and from India and Europe.
1885.....	2,158,521
1886.....	2,153,507
1887.....	2,134,002
1888.....	2,111,163
1889.....	2,029,149
1890.....	2,111,456
1891.....	2,250,074
1892.....	2,300,823
1893.....	2,567,353
1894.....	2,190,102
1895.....	2,195,916
1896.....	2,180,153
1897.....	2,370,013
1898.....	2,275,371

2.—In all the correspondence which the companies have had with the merchants, who are the actual users of the telegraph, we have never had a single application for a reduction of tariff, but we have had applications to be allowed to send at a higher rate, in order that one person's telegrams might have the preference over those of others.

3.—The perfection to which the system of coding telegrams has been brought practically reduces the charge of 4s. per word to India to about 2s. per actual word sent by the merchant, a figure that cannot be called dear.

4.—If the traffic were to increase through a reduction of rate so as to recon the companies for the total loss made, it would necessitate the laying of extra cables between Great Britain and India, a single line of which could not be laid under a million and a half of money, and, if this large increase took place, the companies would have to face this additional expenditure of capital with the consequent annual charges for interest, maintenance, and working.

The Ceylon Chamber of Commerce, Incorporated, Colombo, 19th December, 1899.

The Secretary, Chamber of Commerce, Hongkong.

Dear Sir,—I have the pleasure to hand you for your information a copy of a letter addressed to the Secretary of State for the Colonies by this Chamber re Reduction of Cable Rates.—Yours faithfully,

(Signed) R. W. BURNS,

Secretary.

CABLE RATES.

The Ceylon Chamber of Commerce, Incorporated, Colombo, 26th September, 1899.

The Right Honorable Joseph Chamberlain,

His Majesty's Secretary of State for the Colonies.

Sir,—As you are doubtless aware, there has been, during the past few years, a growing agitation over the question of telegraph cable rates between the United Kingdom and the East, and the necessity for the reduction of them.

2.—The Ceylon Chamber of Commerce on 15th June last passed the following resolution:—"That this Chamber considers the time has now arrived when the cost of cable messages between Great Britain and the East should be reduced, and they recommend that combined action be taken in conjunction with